

## Prices and Prospects.

### OPERATORS FIRM FOR HIGHER COKE.

**Have Taken Stand in Market to Get Profitable Prices**

### FOR CONTRACT FURNACE COKE

This Generally Means Above \$17.5 a Ton and in Some Cases \$20.00  
Bethlehem Steel Company Closes  
10,000 Tons Per Month Contract

Special to The Weekly Courier

PITTSBURGH, March 15.—The Pittsburgh Crucible Steel Company, which obtained possession of Midland furnace, March 1 according to the deal made in January, purchased 10,000 to 12,000 tons of furnace coke monthly for March, April and May, just before taking possession. The reported price paid is \$18.00 but this figure is not absolutely confirmed. At any rate the price would be low for the present market which is higher than \$19.00 for any extended delivery. The Bethlehem Steel Company, which came into the market recently for 10,000 tons or more a month for the twelve months beginning April 1, is reported to have closed the tonnage from April to December sellers not being willing to quote for the odd three months beyond January 1. Details of the transaction are not obtainable but it is inferred that the price was between \$17.00 and \$17.50 as was done recently on the Republic tonnage for delivery March to December inclusive.

There is not a great deal of enquiry in the market for contract furnace coke, the furnace now running being fairly well supplied while not many additional furnaces are likely to go into blast until the iron market takes another turn for the better.

The regular asking price on prompt furnace coke is \$19.00 to \$19.50, but as formerly occasional odd lots can be picked up at \$18.00. We note a few carloads sold at this figure today. The difference of the nickel depends upon whether the buyer or seller is the interested party. If the seller has a few cars that must be moved the price is likely to be \$18.50 if the buyer comes into the market for a definite tonnage the price is likely to be \$19.00 with some sellers asking \$19.50 or \$19.75.

More definite ideas are being formed as to contract furnace coke. The majority of producers are now committed to a definite price, that they will run ovens they now have in blast and sell any surplus which may occasionally result beyond the requirements of their contracts but they will not blow in a single additional oven unless they get a decent price for the coke, and that generally means above \$17.50 and in some cases \$20.00.

The two positions first half and second half have moved closer together. Last week we quoted balance of first half on contract at \$16.00 to \$16.50 and second half at \$15.00 to \$15.50. As the time passes the spread decreases. It is quite improbable that any contract for balance of first half would be taken at \$16.00 or indeed a contract even for two months supply, and we quote this position accordingly at \$15.50 to \$16.00. On the other hand, an attractive contract for second half might possibly be put through at \$15.50 although the amount of coke thus available in the market would necessarily be limited. We quote the second half at \$15.50 to \$16.00.

Foundry coke continues dull and unchanged prices. We quote the general level as follows:  
Prompt furnace \$15.50 to \$16.00  
Contract furnace 1st half \$16.00 to \$16.50  
Contract furnace 2nd half \$15.00 to \$15.50  
Prompt foundry \$8.00 to \$8.50  
Contract foundry \$7.50 to \$8.00

The local pig iron market is moving by fits and starts. There is considerable fresh enquiry for malleable and foundry grades this week and several sales of foundry iron have been made at full prices. On the other hand, Bessemer and basic are extremely quiet, though quotations are firmly held. Valley prices remain quotable as follows: Bessemer \$15 basic \$13.75 to \$14.00 2nd foundry \$14.00 to \$14.25 malleable \$13.75 to \$14.00 delivered Pittsburgh, are 90 cents higher.

### New Gassers Struck

Citizens of the Sewickley valley are very well pleased that they are in a new gas belt. During the past few days several wells have been struck and the flow of gas is of such strength as to insure a bright future to the property owners of the valley.

### Building New Houses

Work was started Tuesday upon the erection of twelve houses on the site for them being adjacent to the Saxman plant of the Latrobe-Connellsville Coal & Coke Company, located just east of Latrobe.

## IRON AND STEEL.

Despite Lull Prices Are Firm All Along the Line

Special to The Weekly Courier—NEW YORK, March 15.—The American Metal Market and Daily Iron & Steel Report will say tomorrow.

The lull in the finished steel trade noted a week ago has been somewhat intensified, the general volume of business booked shows a further decrease. The movement however is not regular and some mills are keeping more orders in the past week than they did in the second half of February.

The United States Steel Corporation has now reported as running at about 75% of full capacity. Many of the independents are running at 80 to 90% of capacity while others are not doing as well as the steel corporation. The average of the whole industry however is about 75%.

This pace cannot be maintained indefinitely at the present rate of bookings. The Steel Corporation's gain in unfilled orders in February was 280,000 tons against our forecast of a week ago of 310,000 tons. The total bookings were 40,775 tons a day for 22 days or 897,000 tons indicating that shipments were 907,000 tons or 25,200 tons a day which is about 75% of full capacity contrasted with the rate of production now reported of 75%.

Prices are reported as being held firmly all along the line. A meeting of the wire interests was held in New York yesterday to canvass the situation developed since the advance of \$1 a ton March 6. The mills have been holding prices without difficulty as there was occasional shading by jobbers before this last advance. It is not certain that the advanced price will be held by jobbers with absolute rigidity. The monthly meeting of heads of departments of the Steel Corporation is being held in New York today while tomorrow a meeting of the various pig iron mills will be held in New York to canvass the situation.

The Lake Superior ore market is in full swing, reservations of from 2,000,000 to 3,000,000 tons having been made by various consumers subject to the developed price. It is practically certain there will be no change in prices from last season, scarcely any consumers even being desirous of a reduction.

## MORE OVENS FIRED.

H. C. Frick Coke Company Gives Orders to Blow in 850

The On to Prosperity movement was given quite a boost late Tuesday afternoon when the H. C. Frick Coke Company issued orders for the firing of 850 additional ovens at 20 of their plants in Fayette and Westmoreland counties. Those participating in the plan and their proportion are as follows: Buffington 20 Central 30 Continental No 1 10 Continental No 2 20 Continental No 3 30 Dearb 20 Edenborn 20 Footdale 20 Hecla No 1 20 Juniata 20 Kile 70 Lambert 20 Leisenring No 1 20 Leisenring No 2 20 Leisenring No 3 20 Leith 10 Lemont No 2 50 Marguerite 20 Mutual 40 Oilphant 20 Phillips 20 Redstone 10 Shoaf 100 South West No 1 20 Standard 10 Wynn 40 York Run 20 Hosteller 20 Bitner, 40.

This will give the Frick Company over 15,000 in blast or about 70 per cent of the available ovens. Since the first of the year over 5,000 ovens have been fired by this Company or about 21 per cent.

## A VETERAN MINER.

John P. Welsh of Anthracite Region Visits in Connellsville

John P. Welsh a veteran miner of the anthracite coal region and for many years prominent in politics in Schuylkill county, is a guest at the home of Mrs. Inspector P. J. Walsh of East Pittston avenue. Mr. Welsh resides at Shuonkin. Three years ago he was retired by the Philadelphia & Reading Coal Company for whom he had been a mine foreman in charge of big colliers owned by that company for many years. In the seventies and early eighties he sat on two terms in the Assembly from Schuylkill county. At that time he was conspicuous for his work in legislation affecting the best interests of the miners and operators.

Mr. Welsh before his retirement served for a number of years on the mine examination boards in his district.

## Latrobe Ovens Fired

A number of the ovens at the Eliza Beth plant of the Latrobe-Connellsville Coal Company located on the south side of Latrobe having been heated a number of miners were put to work Wednesday morning digging coal and the charging of the ovens will be undertaken at once.

## Big Coal Shipment

The long expected large shipment of the river materialized early Monday morning. More than 2,000,000 bushels of coal went out of the Pittsburgh harbor.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING MAR. 11, 1911				WEEK ENDING MAR. 4 1911			
	Ovens	In.	Out.	Tons	Ovens	In	Out	Tons
District	24,074	15,774	8,300	199,140	24,074	15,256	8,814	194,009
Connellsville	15,543	11,974	4,169	158,331	15,543	11,285	4,258	157,978
Lower Connellsville								
Totals	39,617	27,148	12,469	357,471	39,617	26,541	13,076	352,977
Furnace Ovens								
Connellsville	18,924	13,204	5,720	170,977	18,924	12,561	6,067	164,021
Lower Connellsville	4,613	3,676	997	52,433	4,613	3,616	997	51,340
Totals	23,537	16,880	6,717	223,410	23,537	16,177	7,064	215,361
Merchant Ovens								
Connellsville	5,150	2,570	2,580	29,063	5,150	2,395	2,755	30,079
Lower Connellsville	10,930	7,698	3,242	107,898	10,930	7,669	3,261	106,638
Totals	16,080	10,268	5,822	136,961	16,080	10,064	6,016	136,716
SHIPMENTS								
WEEK ENDING MAR. 11, 1911								
To Pittsburgh			4,197	Cars			3,930	Cars
To Points West of Pittsburgh			3,885	Cars			5,722	Cars
To Points East of the Region.			702	Cars			964	Cars
Totals			10,684	Cars			10,616	Cars

## THE EFFECTS OF DISCRIMINATION

Succinctly Set Forth in Statement to Pittsburgh Coal Company.

## WEST VIRGINIA'S ADVANTAGE

At Present Differential Companies of Mountain State Could Take Away Practically All of Pittsburgh Coal Tonnage if Permitted to Continue

Special to The Weekly Courier—

NEW YORK, March 15.—The following was submitted to M. H. Taylor, Chairman of the Pittsburgh Coal Company, at the stockholders' meeting in Jersey City yesterday by J. W. Kinney, one of Pittsburgh's well known attorneys. Mr. Kinney represented dissatisfied interests and the following questions show the position of the company as far as earnings and West Virginia competition are concerned. It seems to be a hopeless situation unless freight rates can be adjusted.

Lack of transportation by the coal interests of West Virginia is the only cause for not making further inroads on our territory. The proposed 3 to 9 cents differential would not in any manner change the destination of a single ton of Pittsburgh coal.

This situation was pointed out during a late hearing before the Chamber of Commerce but because of certain influence leading shippers disapproved any action.

The following is not only the hopeless position of one company but the many mining coal and making coal in the Pittsburgh-Connellsville fields. If it continues it means their utter financial ruin. As it is it will take years to make up what has been lost.

In making an analysis of the Pittsburgh Coal Company's financial condition we find that the interest bearing debt is as follows:

First Mortgage Bonds \$191,000  
Sinking Fund Bonds 110,000  
Floating Indebtedness—approx. 50,000  
Total \$351,000

Preferred Stock outstanding 2,000,000  
Common Stock outstanding 2,400,000  
Total \$4,400,000

The interest on bonds is at the rate of 6% and State is making a total of 10% assuming that the sinking fund is paid. The sinking fund is the preferred stock to be paid to the stockholders in the years from 1911 to 1915. This is a debt to be paid in full in the following number of years: 1911 100,000 1912 100,000 1913 100,000 1914 100,000 1915 100,000 1916 100,000 1917 100,000 1918 100,000 1919 100,000 1920 100,000 1921 100,000 1922 100,000 1923 100,000 1924 100,000 1925 100,000 1926 100,000 1927 100,000 1928 100,000 1929 100,000 1930 100,000 1931 100,000 1932 100,000 1933 100,000 1934 100,000 1935 100,000 1936 100,000 1937 100,000 1938 100,000 1939 100,000 1940 100,000 1941 100,000 1942 100,000 1943 100,000 1944 100,000 1945 100,000 1946 100,000 1947 100,000 1948 100,000 1949 100,000 1950 100,000 1951 100,000 1952 100,000 1953 100,000 1954 100,000 1955 100,000 1956 100,000 1957 100,000 1958 100,000 1959 100,000 1960 100,000 1961 100,000 1962 100,000 1963 100,000 1964 100,000 1965 100,000 1966 100,000 1967 100,000 1968 100,000 1969 100,000 1970 100,000 1971 100,000 1972 100,000 1973 100,000 1974 100,000 1975 100,000 1976 100,000 1977 100,000 1978 100,000 1979 100,000 1980 100,000 1981 100,000 1982 100,000 1983 100,000 1984 100,000 1985 100,000 1986 100,000 1987 100,000 1988 100,000 1989 100,000 1990 100,000 1991 100,000 1992 100,000 1993 100,000 1994 100,000 1995 100,000 1996 100,000 1997 100,000 1998 100,000 1999 100,000 2000 100,000 2001 100,000 2002 100,000 2003 100,000 2004 100,000 2005 100,000 2006 100,000 2007 100,000 2008 100,000 2009 100,000 2010 100,000 2011 100,000 2012 100,000 2013 100,000 2014 100,000 2015 100,000 2016 100,000 2017 100,000 2018 100,000 2019 100,000 2020 100,000 2021 100,000 2022 100,000 2023 100,000 2024 100,000 2025 100,000 2026 100,000 2027 100,000 2028 100,000 2029 100,000 2030 100,000 2031 100,000 2032 100,000 2033 100,000 2034 100,000 2035 100,000 2036 100,000 2037 100,000 2038 100,000 2039 100,000 2040 100,000 2041 100,000 2042 100,000 2043 100,000 2044 100,000 2045 100,000 2046 100,000 2047 100,000 2048 100,000 2049 100,000 2050 100,000 2051 100,000 2052 100,000 2053 100,000 2054 100,000 2055 100,000 2056 100,000 2057 100,000 2058 100,000 2059 100,000 2060 100,000 2061 100,000 2062 100,000 2063 100,000 2064 100,000 2065 100,000 2066 100,000 2067 100,000 2068 100,000 2069 100,000 2070 100,000 2071 100,000 2072 100,000 2073 100,000 2074 100,000 2075 100,000 2076 100,000 2077 100,000 2078 100,000 2079 100,000 2080 100,000 2081 100,000 2082 100,000 2083 100,000 2084 100,000 2085 100,000 2086 100,000 2087 100,000 2088 100,000 2089 100,000 2090 100,000 2091 100,000 2092 100,000 2093 100,000 2094 100,000 2095 100,000 2096 100,000 2097 100,000 2098 100,000 2099 100,000 2100 100,000 2101 100,000 2102 100,000 2103 100,000 2104 100,000 2105 100,000 2106 100,000 2107 100,000 2108 100,000 2109 100,000 2110 100,000 2111 100,000 2112 100,000 2113 100,000 2114 100,000 2115 100,000 2116 100,000 2117 100,000 2118 100,000 2119 100,000 2120 100,000 2121 100,000 2122 100,000 2123 100,000 2124 100,000 2125 100,000 2126 100,000 2127 100,000 2128 100,000 2129 100,000 2130 100,000 2131 100,000 2132 100,000 2133 100,000 2134 100,000 2135 100,000 2136 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THURSDAY MORNING, MAR. 16, 1911.

## THE BUSINESS OUTLOOK IN THE COKE REGION.

Despite divers dire threats of an extraneous character, business conditions in the Conneltsville coke region and in the industrial world generally, continue to hold their materially improved position and give promise of still further advancement.

The country is confronted with several conditions disturbing to business and among these are: (1) The Democratic threat of prolonged tariff tinkering, (2) the threatened embargo with Mexico, and (3) the decision of the Interstate Commerce Commission refusing the railroad permission to make a general advance in freight rates.

While it is quite probable that the reciprocity agreement between the United States and Canada will be put to the form of law it is altogether unlikely that there will be any further changes in the present tariff law. It is, therefore, likely that business will discount the political situation, as it has often done before, and this shadow will be lifted.

The Mexican situation is alarming only to the very timid. It is now evident that the purpose of the American Government in massing troops along the border is to lend its influence to the pacification of the country, the restoration of order the protection of life and property, and by no means incidental the large investments of American capital in the disturbed districts. The protection of American capital should be reassured rather than disturbing to business. The Mexican insurrection promises to peter out soon, and this bugaboo will be banished.

The decision of the Interstate Commerce Commission, refusing the railroad permission to make a general advance in freight rates, has been followed by threats of retrenchment which is to say restriction of orders for rails and other materials and possibly reductions in the working forces.

This threat is not taken seriously. The railroads have been withholding their rail and equipment orders for the past several years. In the mean time, their rails and equipment have been wearing out. The increase in traffic makes it necessary for the railroads to provide facilities for handling it. It is no longer a matter of choice with them. They must enter the market, and they are entering it. Any threats to the contrary notwithstanding, the same condition applies to their working forces. They cannot decrease them in the face of increasing traffic.

The steel, iron and coke interests have no quarrel with the decision of the Interstate Commerce Commission. These interests have reduced their prices and at the same time advanced the wages of their labor. They may be excused if they fail to see equity which permits the railroads to increase freight rates on their raw materials and finished products. It is no reason why the railroads should be allowed to raise freight rates when they have been obliged to reduce the prices of their products, especially when some portion of the freight advance seems destined to come out of the pockets of the producers.

The American Metal Market, a well informed industrial journal, reviews the freight rate decision in the following manner: "The iron and steel industry is to be congratulated upon this rate decision. The country has been suffering from the high cost of freight. The industry has made its readjustment as it is obtaining only from three fifths to two thirds as much for its pig iron as in 1907, while the 'commodity' of pig iron has come down from 1.07 in 1907 to 1.022 in a decrease of over 5%. As the iron and steel industry is paying slightly higher wages it is in many cases paying higher freight rates to the railroads than in the fall of 1907. The government has embraced this curbing of the railroads as one means to encourage a reduction in the cost of living and the iron industry, which has made its own adjustment, should feel encouraged."

The conception that the freight rate advances in contention involved a sum of money through the expenditure of which the iron industry could be benefited was absolutely preposterous. The current estimate was that \$50,000,000 annually was involved. The product of the iron and steel industry, valued at the stage of manufacture at which material enters into the manufacture of rails, is estimated at this time at \$1,200,000,000 in a good year such as the iron industry would like to see. Of this sum the whole \$50,000,000 would make up 4.2%, but there was no guarantee that any part of this meager \$50,000,000 would be expended. It was not the \$50,000,000 but the principle of the public guaranteeing returns upon any securities the railroads might choose to have printed, for which the railroads fought.

In the eighties, when the railroads were being built more than half the freight output went to them. In 1907 over 1,000 miles of new road was built, more than in any year before since 1860. In that year the country made 117,438 tons of pig iron. Last year it made more than four times as much but railroad consumption was not proportionately increased. In the American Metal Market of July 30, 1908, it was shown that the consumption of heavy railroad consumption, the entire proportion of the railroads was not as much as 40% of the product of the iron and steel industry. The coal and iron year the proportion was still less. Without going into details we may note that there was about 2,800,000 tons of rails the balance of our production of 4,834,025 tons comprising exports, light rails, trolley line rails, etc.) become-

lives taking about 700,000 tons cars taking about 1,000,000 tons and bridges and buildings about 300,000 tons. If to these tonages is added an estimate obviously too large, of 500,000 tons to cover all else, we have a total of not over 5,000,000 tons of railroad material or one-third the iron and steel industry's output. In a year. Certainly variations of a few per cent either way will not cut into the iron and steel industry's future. What the trade needs above all is for the United States to get upon an economical basis for doing business and have its goods carried at the lowest possible charges. Only thus can it hope to be truly prosperous.

The Courier has been a persistent and consistent advocate of living railroad rates and living railroad wages, but it has never for a moment lost sight of the fact that the public will, if it is to be satisfied, pay the freight but the freight rates must be regulated to a scale of wages sufficient to enable the workman to support himself and family in comfort to enable the manufacturer to lay down his wares in domestic or foreign markets in competition with other producers and to earn sufficient to come to pay the stockholders of the transportation companies reasonable dividends on their investments.

It is the province of the Interstate Commerce Commission to regulate railroad charges on this basis, and applying the rule the commission has said that in its view the railroads are getting their fair share. The railroads it is suspected are ready to abide by this decision but they naturally kick awhile if for no other reason than to justify their contention.

Upon the whole, there is nothing in the situation which should seriously shake the confidence of the business world, and evidently there is not. Business is actually going forward rather than backward. If its advance is slow it is due to wariness. It does not want to stumble, and nobody wants it to fall.

## NO CORPORATE MONOPOLY OF OUR WATERS.

The Philadelphia North American is a personally owned, personally conducted personal organ with a private political preference. Its deliverances are pitched on the high keys of party politics and public spirit but they have always belied them the bitter memory of John Wamamaker's disappointed Senatorial ambition.

It will be remembered that Uncle John once tried to break into the United States Senate and was not very particular about the means he employed and that, after a long and expensive fight he failed. Since then the political influences which defeated his ambition and all suspected of having any connection or affiliation with them, are fiercely denounced on all occasions by the North American.

In a recent article the Wamamaker family organ announced the discovery of a gigantic plot upon the part of the coal interests to appropriate to their use all the water rights of the State. We are not prepared to answer for other sections but speaking for the Conneltsville coke region we may say that these coke operators are certainly not among the plotters.

The Conneltsville coke operators have drawn freely from the streams of Fayette and Westmoreland counties in the operations of their plants, but they have at no time evinced any disposition to monopolize them. On the contrary, they have frequently and freely relieved the necessities of sore pressed and suffering towns and villages whose water supplies have become insufficient during seasons of drought and we have yet to know that they ever made merchandise of such necessities.

The water plants of the Conneltsville coke operators have without exception been constructed with the sole view of supplying their own needs, but they have been changing in supplying such needs as they could at reasonable and satisfactory rates. They have not, however, sought any outside business and such as they have done has been a matter of accommodation. The H. C. Frick Coke Company, for example gets most of its water from the Youghiogheny river. Its Tipton plant at Conneltsville pipes the water beyond Conneltsville supplying a large number of the Frick coke plants.

The Uniontown Water Company has been short of water during certain seasons for several years past and they have been glad to pay the Tipton Water Company a liberal sum monthly for sufficient water to enable them to meet the needs of the town.

The Pennsylvania Railway has come nearest to robbing Fayette county of one of its natural water resources. A subsidiary corporation has actually impounded Indian Creek and diverted its waters to the main line of its rail road system, yet this company has frequently come to the relief of Greensburg and Scottsdale when those towns were in actual distress and imminent danger of epidemic from the failure of their water supplies.

## THE AMERICAN POSITION ON THE MEXICAN BORDER.

The Mexican war stories are many and varied, picturesque and lurid but the fact seems to remain that the purpose of the United States in massing troops on the Mexican frontier is to protect the American honor against the imputation of encouraging filibustering operations against a friendly republic.

The Mexican insurgents are charged with making their headquarters on American soil and drawing their arms and supplies therefrom. If this is true, it is the duty of the American government to put a stop to all such proceedings if it would avoid the suspicion of countenancing the rebellion in Mexico. The United States Government has no notion of invading Mexico in an expedition of conquest. It is merely preserving its own border with a view to preserving order there.

## THE MAINTENANCE OF INDUSTRIAL SUPREMACY.

The Pittsburg business men have been invited to consider the momentous question "Is Pittsburg Losing Her Supremacy as an Industrial Center?" The Pittsburg Chamber of Commerce has recently been trying to start a movement looking toward the location of diversified industries. The movement does not seem to have materialized as yet, and in the meantime John W. Bolten propounds the opening question and produces the answer. He shows that with an equitable freight rate on Pittsburg coal, the Pittsburg district loses its industrial supremacy, and that with West Virginia mines operating under favored rates the Pittsburg district is handicapped in the present and menaced in the future.

The situation applies to the Conneltsville coke region as an integral part of the great Pittsburg industrial district and it applies to Conneltsville as at least one of the centers of the region. The Conneltsville Chamber of Commerce has been chasing in some diversified industries and will continue on the job but Conneltsville is vitally interested in the movement of the Coke Products Association to obtain more equitable freight rates on Conneltsville coke. Such freight rates mean more and better business for the Conneltsville coke producers and that means more employment and greater prosperity in the region.

Conneltsville is not losing her supremacy as the industrial center of the Conneltsville coke region, and her enterprising citizens do not propose that she shall.

## THE APPOINTMENT OF THE JUDICIARY.

The Dauphin Court has decided with reference to the effect of the Constitutional Amendment on the terms of judges which expire in 1915, 1917 and 1919 that the Legislature cannot extend the terms of any judge even to bring the Constitutional Amendment in harmony with its purpose. Neither can an election to fill judicial vacancies occurring in 1911 be held in 1911 because the Act of 1874 says the terms of all judges shall begin the first Monday of January succeeding their election.

The conclusion is reached that vacancies in the judiciary occurring through the operation of the new election laws must be filled by appointment by the Governor.

This may be a great hardship to the Dauphin County citizens who will be disappointed if the position of Secretary of the later or which the avowed purpose of prosecuting the Progressives who have been trying to rob him of his character public and private.

It is time somebody made an example of some of the Revolvers and Lightnings who write gross lies in a dollar a word manner or use for ten cent magazines which are selected head-on over. He can't by a judicial anthropologist at government while the real dissemi-

## THE PENNSYLVANIA DEMOCRATIC INSURRECTION.

The war in Mexico is not more bitter or determined than the war in the Democratic party of Pennsylvania. The Pennsylvania Democrats are fighting the organization for about the same reason the Mexican insurgents are fighting the government. The insurgents want to be the government.

The revolt, said Colonel James Madison Guffey, indicates that the Pennsylvania Democrats are bent on making a party even divide.

It is also plain however that Colonel Guffey has not been authorized in spite of the passage of the Reorganization resolution and the appointment of a Conference committee. State Chairman Arthur G. Dewell leaves no doubt on this point in announcing the appointment of the organization committee. He is still Chairman and he will so remain until his successor is lawfully chosen. No gap in the leadership.

So far from having healed the wounds of the party, Fayette Vance McCormick's reorganization plan has inflicted fresh hurts. The Pennsylvania Democrats are wider apart than ever and it is pretty certain that they will not get close enough together in the next two years to carry the State.

## MAD DOG SCARES AND THEIR CRITICS.

The mad dog scares have been of frequent occurrence in this section during some years past and a Dauphin citizen rises in his righteous indignation to protest after the following vigorous fashion:

"I see in your late issue, frequent mention is made of the mad dog scare so called in events in Greater Conneltsville."

"Do you not think that in your character of a family newspaper you should be more discreet in your reporting?"

"Do you not realize that hydrophobia is one of the most dreaded diseases known, and that by keeping it continually before the public you are responsible for much needless fear?"

"actual acute suffering—in the minds of nervous persons who have a natural horror of this disease." Can you in the character of an intelligent well posted and up to date family adviser, really devote space to stirring up mad dog scares or every unfortunate dog that acts a little out of the ordinary when by looking up any animal veterinarian you can learn that rabies is a disease of exceedingly rare occurrence? One of the leading veterinarians of the world confidently asserts that mad dogs are a myth, is of a rare occurrence that never see a case of genuine rabies."

indications of the disease? Far be it from me to deny the importance of the Pasteur Treatment, however I have personal knowledge of over twenty heads sent for examination and of the number not one was reported free from traces of rabies in fact I never heard of a single case in which the Pasteur Treatment was not strongly urged at the treatment be taken.

I do not deny the existence of rabies neither do I deny the efficiency of the Pasteur Treatment. I do claim that speaking very conservatively rabies runs out of every one's mind so called mad dogs have absolutely nothing resembling rabies.

What I wish to bring to your attention and then your columns to the attention of your readers, is the foolishness of imagining every sick dog mad. If we were to stop and consider that these like people are liable to many different forms of sickness producing symptoms analogous to those exhibited in the average mind with the symptoms of rabies much needless fear would be relieved.

Can you not devote a little space to the public to the actual symptoms of this disease and the indications associated by popular belief, but the real symptoms? We do not need a world of only being some much needed information to the public but you could perhaps be instrumental in making life a little smoother to some extent to dogs and surely that playmate of childhood, that intelligent human companion of millions that faithful guardian of our homes, is deserving of your consideration.

There is much truth in what the Dauphin citizen says. We are inclined to agree with him that the great majority of hydrophobic cases are the victims of propaganda and suspicion rather than of real rabies, and that the Pasteur Institute are prone to convict rather than to acquit hydrophobic suspects but this is probably due to the fact that they resolve all doubts against the accused especially if it is a dog on the ground that it is better that a mad dog should be shot than that one human being should suffer heritable death or even the threat of it.

The Courier may say in its own defense that it is not responsible for the spread of mad dog. They have proceeded from the body of the people and have had the sanction of the State authorities. We cannot ignore them. We are not prepared to assume any responsibility especially when the law prescribes it.

We regret that such publications make us both nervous but we fear if our news was confined merely to soothing words The Courier would be so soft that nobody would want to read it.

## BALLING AND HIS ENEMIES.

Richard B. Balling has resigned the position of Secretary of the later or which the avowed purpose of prosecuting the Progressives who have been trying to rob him of his character public and private.

It is time somebody made an example of some of the Revolvers and Lightnings who write gross lies in a dollar a word manner or use for ten cent magazines which are selected head-on over. He can't by a judicial anthropologist at government while the real dissemi-

## UNIONTOWN'S COUNCILMAN DEADLOCK.

The Uniontown Councilman is reported to be a deadlock. It has not been reported that it is a deadlock but the members of the Council are in a deadlock. The Councilman is reported to be a deadlock.

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## THE TAXATION OF CORPORATIONS.

The proposition of the revenue laws of the Pennsylvania Legislature to tax the personal property of corporations is a subject of much interest to the business community.

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## WHARTON COAL FIELD FOR WESTERN MARYLAND.

The announcement that a railroad will be built from Rowlesburg to Conneltsville, in connection with the Western Maryland, is not a new revelation, but it is not accurately expressed.

The line is a part of the general Western Maryland plan of development and its chief object will be the opening up of the virgin Wharton township coal field. The line will connect with the Western Maryland at Conneltsville, but it is not Ohioople.

It is surmised that its other connection will be with the Buckhannon and Northern. The Western Maryland will thereby link itself closer to the rail way systems which control the Conneltsville coke trade.

The Board of Examiners of the 9th Judicial District has taken action and decided that it did not object to the examination of the 9th Judicial District. The Board of Examiners of the 9th Judicial District has taken action and decided that it did not object to the examination of the 9th Judicial District.

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## Looking Backward.

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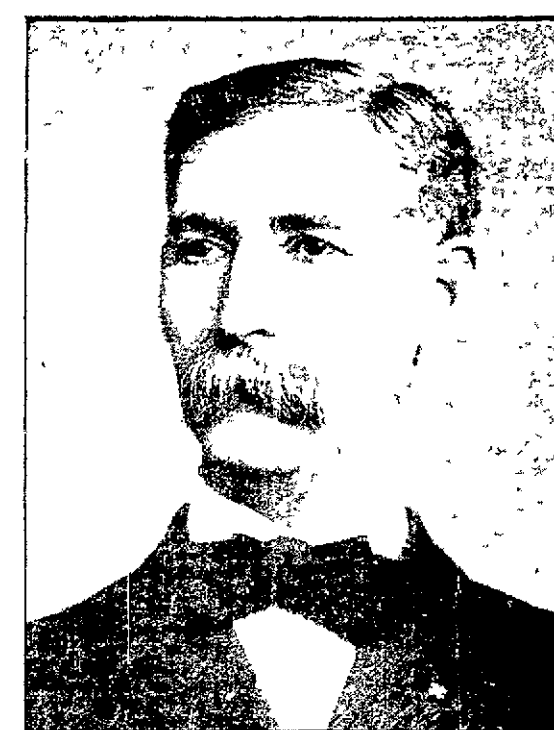
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## CHARLES O. SCHROYER.

Popular Dawson Man Announces His Candidacy for Register of Wills and Clerk of Orphans' Court.

(Political Advertisement.)



It is a fact that the Schroyer family has been a prominent one in the community for many years. Charles O. Schroyer, a popular and successful man, has announced his candidacy for the office of Register of Wills and Clerk of Orphans' Court. He is a man of high character and ability, and his election would be a great benefit to the community. He has been a member of the community for many years and has been successful in many of his business ventures. He is a man of high character and ability, and his election would be a great benefit to the community.

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## ISAAC F. SMITH DIES ON SUNDAY.

He Was the Oldest School Teacher in Fayette County.

### HAD TAUGHT MANY TERMS

Commencing at the Hutchinson School in South Union township—Funeral Will Be Held Tuesday Morning With Interment at Uniontown.

Isaac Field Smith, one of the best known residents of Dunbar township, died on Sunday afternoon at 3 o'clock at his home in No. 4 Dunbar township district after an illness lasting back for two years. Although Mr. Smith has been in bad health for some time his health did not fail until the past six weeks when he grew gradually worse and for the past week had been partially unconscious. Mr. Smith was the son of Henry and Leah Smith and was born and raised in North Union township. Mr. Smith was born May 8, 1827, being 74 years old. His early education was obtained in the country schools of his home township. The last term of school he attended was in the spring of 1860. It was a select school in Uniontown taught by Prof. George Osborne.

Mr. Smith was the oldest school teacher in Fayette county having taught for forty-seven years. He began his career as a school teacher in 1839 at the Hutchinson school in South Union township where he taught two terms. In the spring of 1861 he started on a visit with friends in Iowa. While there he enlisted in Company B, Third Iowa Cavalry, and served in the war until it ended. After his return he was chosen teacher of the Phillips school in North Union township. He taught 13 years in that township, missing but one year, the year of 1871.

He began teaching in Dunbar township in 1870 where he taught continuously until the spring of 1906. His last term of school was taught at the Redstone school in Brownsville township in 1907, after which he retired. He was married to Martha Jane Clark September 15, 1872, a daughter of the late William and Susan Heisel Clark of Uniontown, who survives with four daughters, Mrs. J. S. Driscoll, of Dunbar; Mrs. Frank H. Herzog of Brownsville, and Miss Susan Smith, who teaches at the Hill Farm school in Dunbar township, and Miss Jessie Smith, who teaches in Douglas College in Connelville, and two grand children, William and Dorothy Driscoll. He is also survived by the following brothers and sisters: Mrs. Mary Dealey of Iowa, Mrs. Alice Cameron of Osasola, Iowa, and Louis and Esther of South Dakota. He was a brother of the late Henry P. Smith, former Treasurer of Fayette county, and an uncle of Messrs. Harry and William C. Smith of Dunbar. He was a member of the First Presbyterian Church and also a member of the Royal Arcanum lodge of Dunbar.

### WILD BULLS

Roam Over South Connelville After Escape From Stockyards.

A job at the Connelville stockyards, where western cattle are exercised five hours when in transit, is no easy matter. Especially is this true when the animals go on a rampage and break out of the pens. An incident of this kind happened last week when a carload of bulls broke down the fence of their pens and scattered over the yards. The fence at the stockyards had a strenuous night of it before the stock was finally corralled.

Some of the bulls were found in the neighborhood of the roundhouse while others had wandered in the vicinity of the tin plate mill. Nearly all the stock arrives during the night. All the cars are unloaded here, the cattle being given five hours for exercise. Beef, sheep, horses, mules, calves and hogs are cared for in the pens. The trip is particularly hard on calves shipped east for veal, as they get no nourishment from the time they leave Chicago until they arrive at their destination. Usually sheep and calves are shipped in the same car, the sheep being placed on the upper deck.

### GRANGE MEETING

Held Last Week at Which Officers Were Elected.

VANDERBILT, March 2.—Dunbar Grange No. 1,022, met and held their regular monthly meeting Monday in the J. C. U. A. M. hall of this place. The attendance was large considering the extremely inclement weather prevailing at the time, which prevented quite a large number of the more distant members from attending. After the regular routine business was attended to a large, varied and interesting literary program was rendered.

The topic discussed was "Does the plowing under of green manure crops pay the farmer?" The question was handled in a highly interesting and very able and intelligent manner, every member present expressing their views upon the subject, and after adjournment departing for their homes feeling both pleased and profited by the meeting. The next regular meeting will be held on Tuesday, April 4th at 7:30 P. M., when the following subject will be discussed: "How can we most readily promote the improvement and establishment of our farms?"

### EXAMINATION DATES

For County Diplomas for the Teachers of Fayette.

Saturday, March 25, examinations for county diplomas for the rural schools of Fayette county having seven months of school will be held at the following places: Bullskin township, Rice school house; Franklin township, Buena Vista; Georges township, Galatin school house; German township, McClelland town; Henry Clay township, Valley; Lower Tyrone township, Cochran school house; Luzerne, Edinburg; Nicholson township, Griffith; Ohioville borough; Perry township, Perryopolis; Sallik township, Frankla school; Springfield township, Normalville; Springhill, Gans; Stewart, Kennick; Vanderbilt; Wharton township, Washington; Wharton Independent.

Districts having eight months of school, Saturday, April 29: Connelville township, Gibson school; Dunbar township, High School building; Jefferson township, Stewart school; Mastontown; Menallen township, Grace school; New Salem; North Union township, Lemont; Redstone, Orient; South Union township, Continental No. 1; Upper Tyrone township, High School building; Washington, Marton. Committees have been appointed to conduct the examinations which will begin no later than 9 o'clock. An average of 80 cent, is required for graduation with no grade in any one branch lower than 60 per cent. Diplomas will not be granted to applicants who do not pass a satisfactory examination in Algebra and Civil Government, but a certificate will be issued to each applicant that passes in all branches except these two and this certificate will admit the bearer to High School. Students under 15 years of age will not be admitted to the classes unless recommended by the school board of the district in which the student attends school.

### A LARGE CLASS

Take Examinations for Certificates at Uniontown on Saturday.

A large class of applicants took the examination for teachers' permanent certificates given Saturday in the Central High School building, Uniontown, by the permanent certificate committee composed of A. M. Snyder of Dunbar township, Jesse Coldren of Brownsville, and Alice Horner of Uniontown. Examinations were given in the following branches, algebra, physiology, grammar, history and reading. The extra branches were rhetoric, zoology and physical geography. Examinations in the remainder of the branches will be given next Saturday. Among those who took the examinations were Jesse Ball, Elsie Burkholder, Mary Rowe, Dunbar township; Agnes Smith, Mary Huston, Margaret Morrison, Clyde McCleary, Pearl Morse and Charles Thomas, Connelville township.

### WEIGHING SUPERINTENDENT

Is New Office Established on the Baltimore & Ohio Railroad.

General Manager A. W. Thompson, of the Baltimore & Ohio railroad, has announced the creation of a Weighing Bureau to supervise the maintenance, methods of weighing and testing scales. L. D. Davis has been placed in charge of the bureau, with the title of Supervisor of Scales and Weighing, with headquarters at Baltimore. He will exercise supervision over all matters pertaining to installation, maintenance, testing and operation of scales, and will be assisted by D. H. Betty, who has been appointed Inspector of Scales and Weighing. With the creation of the new bureau, the position of Chief Scale Inspector is abolished.

### NOT INVITED.

Guardsmen Do Not Expect Bid For Texas Service For Few Weeks.

National Guard officers here have not received as yet invitations to participate in the Texas maneuvers of the regular army for the purposes of observation. The Adjutant General of the State troops will forward to Washington a list of officers and from this selection will be made.

Advices from Washington are to effect that Governor Tener will be permitted to select the Pennsylvania officers to go. The guardsmen will receive full pay for their service, which is not compulsory.

### CELEBRATED BIRTHDAY.

B. T. Williams, Night Superintendent at Tin Mill is 51.

In the presence of a number of his friends, B. T. Williams, night superintendent of the plant of the American Sheet & Tin Plate Company's mill at South Connelville, celebrated his 51st birthday anniversary last Friday evening at his home in South Connelville.

Many of his Welsh friends were present and presented him with a handsome silk umbrella with a gold mounted handle and a beautiful silver shaving set. Mr. Williams was greatly surprised.

### DATE OF CONTEST

For Literary Event in Dunbar Township is Changed.

Owing to an entertainment to be held by the Vanderbilt school on Friday evening, March 24, the date of the literary contest of the Dunbar Fricksonian and Leisenonian Literary societies of the Dunbar township High School has been changed to Saturday evening, March 25.

Want District Divided. The court has been petitioned to divide Perry No. 1 voting precinct.

## GOVERNOR TENER FOR MT. BRADDOCK.

Told R. S. Coyle on Friday He Favored That Site for Encampment.

### GENERAL HULINGS COMING

Will inspect the Site Next Week and Report to Adjutant General Stewart. Regular Troops to Participate. Local Men Active.

Governor John K. Tener has given his endorsement to Mt. Braddock as the site for the encampment of the Second Brigade of the National Guard of Pennsylvania. That is the word brought back from Harrisburg Saturday by R. S. Coyle, who made a special trip from New York to take the matter up with the Governor. Adjutant General Thomas J. Stewart is also in favor of Mt. Braddock and whether that site will be selected depends entirely upon the report of General W. L. Hulings, commanding the Second Brigade. General Hulings will come here next week to look over the ground.

Major L. P. McCormick has already inspected the site in regard to sanitary conditions and reports that they are almost ideal. Col. J. M. Reid declares the location is the best, as far as transportation facilities are concerned, of any site which has yet held an encampment.

A conference was held in the Chamber of Commerce Saturday between Secretary Kurtz, Col. J. M. Reid, Major L. P. McCormick, Captain A. R. Kidd, Superintendent of Transportation M. A. Coffey and R. S. Coyle, manager of Shady Grove Park. Secretary J. Fred Kurtz has the assurance that the County Commissioners will grant permission for the use of the Mt. Braddock farm if they can legally do so. They have not as yet received the deeds for the property. The matter will be taken up with the solicitor for the Commissioners. Secretary Kurtz will take the matter up with the Uniontown Chamber of Commerce and the two organizations will co-operate.

The situation is an ideal one. The land is situated admirably for a military encampment, there is an abundance of pure water and good drainage. Both the Baltimore & Ohio and Pennsylvania railroads are doubled track past that point and there are ample sidings. The proximity of the trolley lines would make it possible to light the camp by electricity.

There is good business ahead for the hotel men if the encampment is landed because visitors would, of necessity, stay overnight at either Connelville, Uniontown or Dunbar.

Adjutant General Stewart told R. S. Coyle in Harrisburg Friday that in case the encampment goes to Mt. Braddock, there would be detailed there besides the troops of the Second Brigade, a Regular Army detachment of four companies of infantry, two batteries of artillery and three troops of cavalry.

### NO INSPECTION.

Army Officer Detailed Here Is Sent to Texas.

Major L. P. McCormick has been notified by Adjutant General Thomas J. Stewart that the regular army inspection of the Hospital Corps here will not be held next Tuesday, as originally scheduled.

Major Hess, U. S. A., detailed to make the inspection, has been ordered to Texas and the date is left open for future determination.

Cooper's Plans Accepted.

At a meeting of the Brownsville Hospital association Saturday the plans of Architect Andrew P. Cooper of Uniontown, calling for about a \$35,000 structure were accepted.

### FAYETTE COUNTY COURT RECORDS.

**Deaths Reported.**  
I. M. Hodgkins and Rose Hodgkins to Matthew Hill and Susie Hill, for lot at Connelville, \$1,750; March 8, 1911.  
John K. Moser to D. F. Bait, for property at Smithfield, \$5,000; June 27, 1910.  
Henry Rittenour and wife to Indian Creek Valley Railroad, 1.5 acres in Sallik township, \$30.42; August 18, 1910.  
Annie R. Adams et al. to Indian Creek Valley Railroad, for 3.8 acres in Sallik township, \$121.43; August 18, 1910.  
Michael H. Berger to Indian Creek Valley Railroad, for 8 acres in Sallik township, \$71.12; August 18, 1910.  
W. H. Martin, trustee for Porter McShane, for lot at McClellandtown, \$781.50, March 9, 1911.  
G. E. Markle et al. to Frederick T. Miller, for lot in Uniontown, \$500; March 9, 1911.  
Frank Lovell to Emma Andrews, for lot in Uniontown, \$1,130; November 19, 1910.  
Frank E. Moore and wife to Riley Christopher, for lot near New Salem, \$94; December 12, 1908.  
Wheeler Improvement Company to Pennsylvania railroad, for lot in Dunbar township, \$1; January 27, 1911.  
A. R. Struble to Masonston borough, for lot at Masonston, \$500; November 18, 1910.  
George Mitterko and wife to George Bender, for lot in New Salem, \$275; February 24, 1911.  
Inna Knapp and John Knapp to B. A. Parke, for lot in North Union township, \$5; February 19, 1911.  
M. R. Rime to Porter McShane, for lot at McClellandtown, \$1; March 8, 1911.  
George S. Snyder and wife to Indian Creek Valley Railroad, for 1.5 acres

in Sallik township, \$40; August 18, 1910.  
Jacob Hart and wife to George Warrick, for lot in Springlink township, \$5; October 2, 1910.  
Roy W. Wavohoff and wife to George Zocchi, for lot in Redstone township, \$140; November 25, 1910.  
American Realty Company to Joseph G. Miller, for three lots in North Union township, \$375; December 19, 1910.  
Donald L. Barrett to Aaron Anderson Custard, for lot in Redstone township, \$100; June 6, 1907.  
Aaron Anderson Custard, to William N. Crawford, for lot in Knoxville addition to Brownsville, \$120; January 13, 1910.  
George P. Thlow and wife to D. A. Cratz, for lot on West Main street, Uniontown, \$26,000; August 24, 1910.  
Emily G. Quas to John Voep, for lot at New Salem, \$1,000; March 7, 1911.  
John Dugan to William Boener, for lot in Connelville, \$300; September 13, 1910.

**Marriage Licenses.**  
James R. Sprout of Ohioville and Daisy Montague of Farmington, Grover C. Gurney of Jacobs Creek, and Mary Frances Snyder of Scottdale, John A. Adams of Pittsburgh, and Elizabeth A. McFarland of Ohioville. Thomas Riley and Gladys Eicher, both of Dunbar.  
Thomas Lewis and Myrtle Gregory, both of Uniontown.

**Bank Statements.**

**REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF CONNELLSVILLE, AT CONNELLSVILLE, IN THE STATE OF PENNSYLVANIA, AT THE CLOSE OF BUSINESS, MARCH 10, 1911.**

**RESOURCES.**  
Loans and discounts, \$1,184,926.19  
Overdrafts, secured and unsecured, 5,481.22  
U. S. Bonds to secure circulation, 75,000.00  
Premiums on U. S. Bonds, 9,999.00  
Bonds, securities, etc., 292,227.75  
Banking house, furniture and fixtures, 203,553.43  
Other real estate owned, 534.29  
Due from other national banks, 1,762.04  
Exchanges for clearing, 1,426.71  
Notes of other national banks, 1,226.06  
Fractional paper currency, 45.19  
Nickels and cents, 45.19  
Legal money reserve in bank, 215.18  
Specie, \$17,850.52  
Legal-tender notes, 34,850.05  
Redemption fund with U. S. Treasurer (5 per cent of circulation), 2,350.00  
Total, \$2,116,090.07

**LIABILITIES.**  
Capital stock paid in, \$75,000.00  
Surplus fund, 115,000.00  
Undivided profits, less expenses and taxes paid, 16,281.12  
National Bank Notes outstanding, 71,200.00  
Due to other national banks, 1,535.05  
Individual deposits, 918.00  
Individual deposits subject to check, 1,024,077.70  
Demand certificates of deposit, 107,181.40  
Time certificates of deposit, 1,000.00  
Certified checks, 2,075.00  
Cashier's checks outstanding, 5,501.17  
Total, \$2,116,090.07

**REPORT OF THE CONDITION OF THE UNION NATIONAL BANK, AT CONNELLSVILLE, IN THE STATE OF PENNSYLVANIA, AT THE CLOSE OF BUSINESS, MARCH 10, 1911.**

**RESOURCES.**  
Loans and discounts, \$109,500.00  
Overdrafts, secured and unsecured, 2,578.45  
U. S. Bonds to secure circulation, 50,000.00  
Premiums on U. S. Bonds, 1,713.00  
Bonds, securities, etc., 11,100.00  
Banking house, furniture and fixtures, 31,000.00  
Due from approved reserve agents, 30,502.70  
Checks and other cash items, 757.05  
Exchange for clearing, 3,451.98  
Notes of other national banks, 3,475.00  
Fractional paper currency, 1,038.58  
Legal money reserve in bank, 215.18  
Specie, \$11,577.76  
Legal-tender notes, 12,100.00  
Redemption fund with U. S. Treasurer (5 per cent of circulation), 2,300.00  
Total, \$214,204.28

**LIABILITIES.**  
Capital stock paid in, \$50,000.00  
Surplus fund, 50,000.00  
Undivided profits, less expenses and taxes paid, 2,302.27  
National Bank Notes outstanding, 30,500.00  
Individual deposits, 107,471.41  
Time certificates of deposit, 1,000.00  
Total, \$214,204.28

**REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF VANDERBILT, AT VANDERBILT, IN THE STATE OF PENNSYLVANIA, AT THE CLOSE OF BUSINESS, MARCH 10, 1911.**

**RESOURCES.**  
Loans and discounts, \$5,820.00  
U. S. Bonds to secure circulation, 25,000.00  
Premiums on U. S. Bonds, 5,000.00  
Bonds, securities, etc., 1,400.00  
Banking house, furniture and fixtures, 10,000.00  
Due from approved reserve agents, 17,100.00  
Checks and other cash items, 250.00  
Notes of other national banks, 445.00  
Fractional paper currency, 121.84  
Legal money reserve in bank, 215.18  
Specie, \$4,821.00  
Legal-tender notes, 1,000.00  
Redemption fund with U. S. Treasurer (5 per cent of circulation), 1,250.00  
Total, \$148,279.17

**LIABILITIES.**  
Capital stock paid in, \$25,000.00  
Surplus fund, 5,000.00  
Undivided profits, less expenses and taxes paid, 1,117.12  
National Bank Notes outstanding, 21,500.00  
Individual deposits, 107,471.41  
Time certificates of deposit, 1,000.00  
Total, \$148,279.17

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**RESOURCES.**  
Loans and discounts, \$17,478.11  
Overdrafts, secured and unsecured, 525.40  
U. S. Bonds to secure circulation, 50,000.00  
Premiums on U. S. Bonds, 2,718.73  
Bonds, securities, etc., 10,558.31  
Banking house, furniture and fixtures, 2,440.70  
Due from National Bank, 2,440.70  
Banks (not reserve agents), 2,710.15  
Due from approved reserve agents, 105,747.44  
Total, \$192,319.77

**LIABILITIES.**  
Capital stock paid in, \$25,000.00  
Surplus fund, 5,000.00  
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## A NEW RAILROAD FROM THE CHEAT.

A Morgantown Story Has It  
Connecting at Con-  
nellsville

WITH WESTERN MARYLAND

Facta Are, However, It is Stated That  
the Road Tapping the Cheat Valley  
Will Connect With the Western  
Maryland at Ohio.

A story is current in Morgantown that Connellsville is to have a new railroad connection with the Western Maryland, and that work on it is to be started within a year. Part of the story is undoubtedly correct, but the connection that is to be made with the new West Virginia railroad is not to be made at Connellsville, but connected with the purchase of timber and coal contracts in West Virginia during the past winter stated this morning. The junction with the Western Maryland, they say, is to be made at Ohio.

Following is the story sent The Courier from Morgantown: "That eastern capitalists expect to begin the early construction of a railroad from Rowlesburg, down Cheat through the extensive Elkins coal and timber properties over Cheat, and connecting with the new Western Maryland extension at Connellsville, is a well founded rumor. It is the hope of capitalists to secure easy access to the eastern markets. It is expected that the work will be started within the year. A large number of rights-of-way in the Cheat neighborhood have been taken up already and several routes have been surveyed. It is also stated that a branch from the Baltimore & Ohio to Ross Ferry is to be built within the very near future to furnish an outlet for a large lumber dump which is being located on several thousand acres of valuable timber land have been taken up over Cheat and unusual activity in that section is expected this summer. "It is said that the eastern capitalists are unwilling to connect their line from Rowlesburg with the Baltimore & Ohio and that they are building a line to Connellsville. The Western Maryland extension is being completed rapidly and it is expected to have the road finished by October."

For a number of years Scottsdale and Pittsburgh capitalists have been acquiring large tracts of coal and timber in West Virginia in the vicinity of Rowlesburg, in the Cheat river valley and right up to the Pennsylvania line bordering on Wharton and Springhill townships. Much coal and timber has also been either bought outright or optioned in Wharton, Henry Clay and Springhill townships and surveys have been made for a railroad extending from Ohio to Meadow run and through into West Virginia, tapping the great tracts held by these capitalists in both Pennsylvania and West Virginia. A decision of special importance to the railroads was rendered in favor of the United States Circuit Court of Appeals at Philadelphia last week in what is known as the Sand Patch cases, involving the scope of the general safety appliance act. The point in controversy involved the rights of the railroad to use handbrakes on freight trains being operated over the road.

The government brought suit against the Baltimore & Ohio railroad, citing 22 specific cases where handbrakes had been applied on its trains in the vicinity of Sand Patch, Somerset county. The railroad in defense claimed the right to use handbrakes in conjunction with airbrakes so long as the proper amount of air pressure was maintained in the train line, the use of the handbrakes insuring greater safety. The case had been decided in favor of the railroad by the lower court, and on appeal was sustained by the United States Circuit Court of Appeals.

### BOOM AT HUMBERT

United Lumber Company Will Erect  
Big Saw Mill There.

The United Lumber Company of Uniontown has purchased extensive lumber interests in the vicinity of Humbert, Somerset county, and extensive plans for development are well under way. A big saw mill will be located close to Humbert with a capacity for 50,000 feet a day. Several acres will be used for drying and storage of which there will be on hand at all time between 4,000,000 and 5,000 feet seasoning and in addition the log will be erect dry kilns for the quick seasoning of lumber.

The company will build a standard gauge road to the Laurel Hill creek, slightly beyond the town of Barronville, a distance of ten miles or more to where its lumber is located and will operate this road to haul its logs to the mill at Humbert to be manufactured into lumber. The railroad is to be a substantial standard gauge road capable of handling heavy traffic if necessary. It will connect with the Union & North Fork railway at its northern terminus and trill agreements have been arranged satisfactory to both roads. The United Lumber Company intends commencing building operations at once and within a couple of weeks expects to have several hundred men at work building their railroad, putting up their mill and constructing a dam across the creek to store logs for the mill to work on.

### LANDED BIG CONTRACT.

Yough Crystal Ice Company Get Large  
Order from B. & O. R. R.

The Yough Crystal Ice & Storage Company has landed a big contract from the Baltimore & Ohio railroad which will keep both plants running on double turn for some months to come. Today the plant on Eighth street is being fired and will start making ice immediately. Owing to the failure of the lake ice this year it has been necessary for the railroad to make other arrangements and the local company landed a large slice of the contract. The ice will be stored in the railroad's ice house here. It is used to fill refrigerator cars in transit. President Francis Ritchey Jr., of the company declined to state the tonnage included in the order but admitted it was unusually large and will require both plants to work night and day for some months to handle this order and other trade.

### GERMAN COKE INDUSTRY.

Value of By-Products in Year is an  
Important Item.

Consul General A. M. Thackerin stationed at Berlin gives some interesting statistics relating to Germany's coal and coke industries in 1908.

Reports were received from 302 coal mines, which reported that an aggregate of 562,031 workmen were employed by them during 1908. Their payrolls for the year amounted to \$197,533,948, and their output to 148,093,645 tons of coal, valued at \$375,367,412, or about \$2.51 per ton.

It required 24,535 workmen, receiving \$3,539,370 in wages, to operate the 171 German coke oven plants that consumed 30,522,358 tons of native coal, worth \$79,564,114 and 349,743 tons of foreign coal, valued at \$1,060,756 in 1908. From this amount of coal there were produced 22,722,917 tons of coke, valued at \$92,388,506; 632,378 tons of tar, worth \$3,037,118; 69,316 tons of ammonia by-products, aggregating \$13,118,509; and 59,194 tons of benzol, valued at \$2,003,482.

Seventy-two plants for the manufacture of coal briquets employed 2,555 workmen, and paid \$838,712 in wages for that year. They consumed 4,575,996 tons of coal of German origin, worth \$9,907,226, and 117,568 tons of foreign coal, valued at \$497,898. Their output amounted to 5,103,019 tons of briquets, aggregating \$17,271,422.

### SAFETY OF EMPLOYEES.

Progressive Step of Baltimore & Ohio  
in Installing New Machinery.

The Baltimore & Ohio railroad has taken a progressive step in thoroughly modern railroad management through the precautionary measure of this big trunk line system has adopted in its shops looking to the safety and protection of its employees. Several months ago the Baltimore & Ohio placed extensive orders for new machinery of latest design, much of it being for use in heavy locomotive construction and other shop work of similar character, and practically all of this machinery is now in use. With the installation of the new machines, improved methods of safeguarding the men employed to operate them were adopted, after careful study by the route's motive power experts and an inspection of several large manufacturing plants.

These methods for the protection of men from injury are being carried out to a greater or less extent at all the shops on the system; in fact, it is a general progressive step throughout all departments of the Baltimore & Ohio. Bridges are being equipped with safety platforms for the protection of men working on the track.

### B. & O. WINS

In the Sand Patch Cases in the U. S.  
Circuit Court.

A decision of special importance to the railroads was rendered in favor of the United States Circuit Court of Appeals at Philadelphia last week in what is known as the Sand Patch cases, involving the scope of the general safety appliance act. The point in controversy involved the rights of the railroad to use handbrakes on freight trains being operated over the road.

### GET MEDALS.

Major L. P. McCormick and Sergeant  
George Calhoun Honored.

Major L. P. McCormick of the Tenth regiment has received two additional medals for service, being those authorized by Congress for those who saw service in the Civil, Indian, Spanish, Philippine and Chinese wars who are still members of the regular army or the National Guard. Major McCormick and Sergeant George Calhoun are the only Connellsville men awarded the medals. The medals are bronze, one for service in the Spanish war in 1898 and the other in the Philippine insurrection in 1899. The ribbon of the Spanish war medal are red and yellow; for the Philippine insurrection red and blue.

In the Tenth Regiment 32 Spanish War medals were issued and 36 for the Philippine insurrection. One man, Robert W. Anderson, received three medals, having seen service also in the Civil War.

### POPULAR VOTE

For Senators Favored by Dunbar  
Township Society.

"Resolved, That Senators should be elected by a popular vote," was the subject of the question debated at the regular meeting of the Leisenonian Literary Society of the Dunbar township High School held Friday afternoon at Leisenring No. 1. The meeting was one of the most important ones discussed by the High School students for some time and created quite an interest. The question was ably handled and many interesting points were brought up and discussed by the debaters, who were affirmative: Clarence Strawn and Gladys Fisher; negative: Anna Williams and Edward Lanney. The affirmative debaters on out. Resolutions, orations and essays completed the program.

Yough Distilling Company.  
The Yough Distilling Company of Connellsville was chartered at Harrisburg Thursday; capital, \$50,000; in corporation, J. G. Createau and M. Edna Createau Connellsville, and O. Murphy Latrobe.

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Established 1859. Incorporated 1894.

## Jos. Soisson Fire Brick Co.,

MANUFACTURERS OF

### High Grade Silica and Fire Clay Brick

For Coke Ovens, Furnaces, Glass Houses  
and Cupolas. Special Shapes on Short  
Notice. Tile and Ground Clays.

Annual Capacity of Combined Works 60,000,000

Works:	Analysis of Silica Brick.
Vulcano.....B. & O. R. R.	Silica.....95.10
Meyer.....P. R. R.	Alumina.....2.16
Davidson.....B. & O. R. R.	Iron Oxide......50
Layton.....B. & O. R. R.	Line.....1.80
Kingsley.....L. V. and P. R. R.	Magnesia......15

MAIN OFFICE: CONNELLSVILLE, PA.

1910

## Township Maps of Belmont Co., Ohio,

SHOWING

### COAL FIELDS & FARM LANDS

The most complete maps covering an entire county ever published. Especially designed for the coal man's office. Indexed so as to enable one to find tract of land in the county in a moment's time.

Full Information on request,

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MORGANTOWN, WEST VIRGINIA.

## KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.

Bee Hive and Long Ovens

Bi-Product Ovens

OFFICE, Pittsburgh, Pa.  
Works--Safina, Pa., P. R. R. Conemaugh Div.  
ESTABLISHED 1845.

H. M. Crawford. L. C. Mechling. E. L. Zearley

## Fayette Engineering Co.

Civil, Mining and Consulting Engineers.

Mine and land surveys of all kinds. Plans, estimates and Superintendence of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

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Wm. Glyde Wilkins, C. E. Wilber M. Judd, C. E.  
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## THE W. G. WILKINS CO.,

CIVIL AND MINING ENGINEERS.

Rooms 902 to 913 Westinghouse Building, Pittsburgh, Pa.

### SPECIALTIES--COAL & COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens.	Ovens.
Hicks Coke Company..... 800	U. S. Coal & Coke Co.,..... 950
Plants 2 and 3.....1,108	Plants 1, 2 and 3.....1,108
Oliver & Snyder Steel Co.,..... 1,108	Cascade Coal & Coke Co.,..... 600
Plants 1, 2 and 3.....1,108	Tyler and Sykesville Wks.,..... 600
Austin Coal & Coke Co.,..... 420	H. C. Frick Coke Co.,..... 1,000
Plants 2 and 3.....420	Yorktown, Shof and Bitner.....1,000
Colonial Coke Company..... 300	Struthers Coal & Coke Co.,..... 100
Smuck.....300	Fairbank Works.....100

PITTSBURGH, PA., and Second National Bank Building.  
CONNELLSVILLE, PA.

## JAMES B. HOGG

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### CIVIL AND MINING ENGINEER.

Municipal Improvements, Water Power Development,  
Reinforced Concrete Structures, Railroad Locations,  
Development of Coal Properties, Examinations, Reports and Designs.

GENERAL MAP  
OF THE  
BITUMINOUS COAL FIELDS  
OF PENNSYLVANIA. 1909-10.

BY BAIRD HALBERSTADT, F. G. S.

Showing the location of the mines, and giving the names and post-office addresses of the Operators.

With which is combined a Geological, Railway and Waterway Outlet Map of the entire APPALACHIAN COAL FIELD from Pennsylvania to Alabama, giving the location and extent of all the Coal Districts.

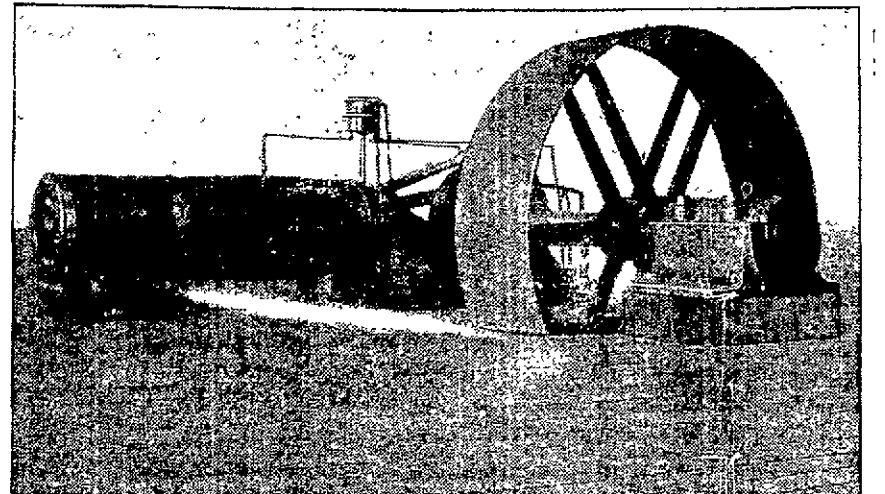
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Sole manufacturers of the Lepley patents and designs, covering a full line of Modern  
High Grade Mine Equipment Machinery



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture

**PUMPS.**  
**ENGINES.**  
**FANS.**  
**Air Compressors.**  
**Steel Hoisting Cages.**

STEAM, COMPRESSED AIR OR ELECTRIC.  
SINGLE, DUPLEX OR TRIPLEX PATTERNS.  
WOOD LINED, BRONZE OR CAST IRON FITTED.  
FOR MINE, TANK OR MILL SERVICE.

HOISTING, HAULING OR STATIONARY.  
FIRST MOTION OR GEARED.

HEAVY STEEL PLATE CONSTRUCTION FOR HIGH  
DUTY SERVICE.  
BLOWING, EXHAUST OR REVERSING.  
DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE  
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SINGLE OR DUPLEX PATTERNS.  
SINGLE OR COMPOUND.

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LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY  
GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.  
We are also prepared to accurately duplicate promptly any part of any of our machines.  
Your inquiries will receive prompt and satisfactory attention.

## HARBISON-WALKER

The Standard of Quality

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## STRAIGHT JAMBS

For Machine Ovens---

But---

Proper design covers one point  
only.

They must be made wholly of high  
grade materials, and the best materials  
are CLEARFIELD COUNTY FIRE  
CLAYS, the highest grade known to  
the industry.

## Harbison-Walker Refractories Co.

PITTSBURGH, PENNA.

## Graceton Coke Co.

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GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

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card to the finest commercial work. Try our printing.

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